

VALUE ENGINEERING CHANGE PROPOSAL
MISSOURI DEPARTMENT OF TRANSPORTATION

Contract ID 080523-403 # 4 Date 07/14/08
County Lafayette Route 24 Job No. 34P2020
Contractor APAC-Missouri, Inc. Original Bid Cost \$100,536.10
Designed By MoDOT By Casey Castrop
VECP # VECP 08-64 Phone 573-449-0886
VECP ☐ or VECPP/PDU ☐

1. Description of existing requirements and proposed change(s). Advantages/Disadvantages

The plans show placing a Prime Coat (35,030 gallons) on the existing shoulders after the subgrading/shouldering operation. APAC is proposing to shoot Tack Coat at a rate of 0.10 gal/SY (9220 gallons) in lieu of Prime Coat. The savings for this change equal $\$100,536.10 - 13,830.00 = \$86,706.10$.

There will be no additional change in the paving operation. Use of tack coat will expedite the project by removing the required 24-hour cure period for Prime Coat.

2. Estimate of reduction in construction costs. \$86,706.10
3. Prediction of any effects the proposed change(s) will have on other department costs, such as maintenance and operations.

None anticipated

4. Anticipated date for submittal of detailed change(s) of items required by Section 104.6 of the Specifications.

(date)

5. Deadline for issuing a change order to obtain maximum cost reduction, noting the effect of contract completion time or delivery schedule.

August 1, 2008

(date)

(effect)

6. Dates of any previous or concurrent submission of the same proposal.

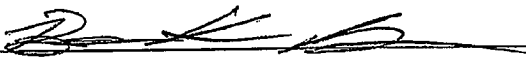
(date and/or dates)

Additional Comments:

**** Portion Below This Line To Be Filled Out by MoDOT ****

Comments:

SEE ATTACHED

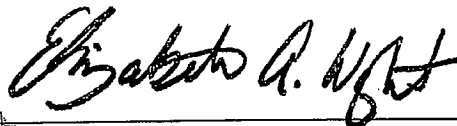

Submitted By Resident Engineer
BRIAN ILES

7/21/08
Date

Comments: — PROJECT OFFICE HAD ALREADY IDENTIFIED
AND GOT APPROVAL TO ELIMINATE PRIOR
TO THIS SUBMITAL.

☐ Approval
Recommended

☒ Rejection
Recommended



District Engineer

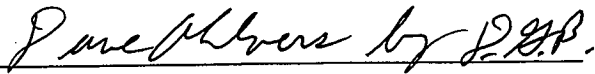
7/25/08
Date

Comments:

APPROVED AS A PRACTICAL DESIGN PROPOSAL
AT 7/25/08.

☒ Approval

☐ Rejection


State Construction and Materials Engineer

8-4-08
Date

Distribution: Resident Engineer, Project Manager, District Operations Engineer, State Construction and Materials Engineer
*Value Engineering Administrator - *MoDOT, P.O. Box 270, Jefferson City, MO 65102



MEMORANDUM

Missouri Department of Transportation

Construction
Richmond Project Office

TO: Perry Allen-4co

CC: File

FROM: Brian K. Iles *BKI*
Resident Engineer

DATE: July 21, 2008

SUBJECT: VE Concept Proposals
Job No. J4P2020 and J4M0202
Contract ID 080523-403
Route 24 and Route P, Lafayette County



Attached are five Construction Value Engineering Concept Proposals for the above referenced projects submitted by APAC-MO. The following are my recommendations for each VECF. Feel Free to contact me with any questions or comments.

VECF No. 1 – J4M0202 (Rte. P)

The contractor proposes eliminating the modified cold milling on the north and south end of this project. The north end of Rte. P ends at railroad tracks. There is a gravel entrance for the railroad to access the tracks. The contract includes crushed stone for this entrance. The south end of Rte. P ends at Rte. 24. The Project Manager, Paul Boenishch, indicated that this project was designed to be let alone and that is why the modified milling was included in the contract at the Rte. 24 intersection. Since the project was let combination with the Rte. 24 overlay, the modified milling is unnecessary. APAC intends to install the Rte. 24 overlay prior to overlaying Rte. P. There will be a 1.75-inch elevation difference between Rte. 24 and Rte. P for approximately two weeks. MoDOT will require the contractor to install a wedge until the Rte. P overlay is connected to Rte. 24.

I recommend approval of this Construction Value Engineering Concept Proposal No. 1.

*AGREED
PON*

VECF No. 2 – J4M0202 (Rte. P)

The contractor proposes installing 1.75-inches of BP-1 in lieu of the contract specified 0.5-inch of BP-3 and 1.25-inch of BP-2. Rte. P has significant rutting caused by trucks used to repair the railroad bed after the flooding that occurred the spring of 2007. This contract does not include quantity for irregularities. The BP-3 will overrun significantly to backfill the rutting. If used, the BP-1 would significantly overrun as well, which would negate any savings. This roadway needs a surface leveling before installation of a surface lift. In addition, the BP-3 is a better mix for backfilling the severe irregularities. Therefore, I recommend this proposal be denied.

*AGREED
PON*

VECP No. 3 - J4P2020 (Rte. 24)

The contractor proposes eliminating the 3.5-inch BP-1 overlay on the mainline concrete adjacent to the Tabo Creek Bridge but still install 3.75-inch, 4-foot wide shoulders. The existing concrete surface is in poor condition. In fact, this stretch will receive nearly 195 pavement repairs as part of this project. On July 10 2008, MoDOT determined to change the overlay thickness on the concrete from 3.50-inches to a minimum thickness of 2.75-inches to avoid encountering steel when conducting modified milling. MoDOT informed the contractor of this in a letter dated July 10, 2008. I recommend this proposal be denied because of the poor condition of the existing concrete.

VECP No. 4 - J4P2020 (Rte. 24)

The contractor proposes using a tack coat in lieu of a prime coat on the existing shoulders. APAC-MO inquired about this item in a phone call on July 14, 2008. There was no mention of value engineering at the time of the phone conversation with the contractor. This office contacted central office for a recommendation on the same day. Central Office informed this office that no prime is necessary. MoDOT informed the contractor that the prime was unnecessary in a letter dated July 14, 2008. Therefore, MoDOT did inform the contractor of the underrun prior to this proposal submittal. As result, I recommend the proposal be denied or only be considered as a practical engineering savings (75/25).

VECP No. 5 - J4P2020 (Rte. 24)

MoDOT has requested the contractor submit information about the existing roadway condition before MoDOT will consider the proposal for acceptance. We requested at least one core per mile to adequately indicate the condition of the roadway. The contractor has agreed to do this. My recommendation will be based on the results of the cores.

BRIAN INFORMED ME
THAT CORES DETERMINED
THAT STRIPPING EXISTS
IN SUB COURSES. THIS
PRECLUDES ANY MILLING
UNLESS FULL REMOVAL.
SINCE THIS IS NOT THE
SCOPE, I RECOMMEND
DENIAL OF THIS VECP
NO. 5.

POT

VALUE ENGINEERING CHECK SHEET

TYPE OF WORK

(Check one that applies)

- ☐ Bridge/Structure/Footings
- ☐ Drainage Structures (RCP, RCB, CMP's, ect.)
- ☐ TCP/MOT
- ☒ Paving (PCCP, ect.)
- ☐ Grading/MSE Walls
- ☐ Signal/Lighting/ITS
- ☐ Misc. _____

SUMMARY OF PROPOSAL

(If needed, condense summary to a couple of lines)

_____ Underrun Prime Coat on existing earth shoulders

SCANNING OF DOCUMENT

If the proposal is large, please mark or make note, which pages need to be scanned into the database. If there are special instructions, make note of them here.

_____ Scan entire document
